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Automotive News

Detroit, October 6, 1980

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56th year—$35 per year, $1.00 per copy

'82 prototype

J. Dunne

GM to replace its intermediates

Prototype General Motors intermediate for '82 has front-drive mechanicals and sheet metal "cobbled" from X-car. The new A-car will share the same basic platform next year with the X-car.

A quiet reception for first cars on market

Curtain goes up on '81s

By Richard A. Wright
Assistant Managing Editor

New-model announcements are not what they used to be.

Not many General Motors or American Motors dealers bother papering their showroom windows in an effort to stir interest in their latest offerings and searchlights no longer crisscross the nighttime skies.

(This grim conclusion was no sooner reached than Ford Motor Co. dealers launched the Escort amid flashing searchlights, balloon-festooned showrooms and a mind-boggling assortment of dealer promotions, both traditional and bizarre.)

Worst of all, the old buying surge sparked by the new models is no longer a sure thing. General Motors dealers, who unveiled their new offerings Sept. 25, reported that sales have not been overwhelming.

American Motors dealers, who also put their '81 models on sale Sept. 25, were a bit more pleased with customer response than GM points were, but they were not tearing up any sales records either.

Ford Motor and Chrysler Corp. '81 models went on sale as AUTOMOTIVE NEWS went to press, too late to get a reaction.

GM and AMC dealers offered two reasons for the relatively slow sales in this new-model period—the cost of financing and the prices of the cars.

"The average car on the road today is six or 6½ years old," said one dealer. "For someone who has not been in the market since the mid-'70s, there is no question that the prices on the '81s are a shock."

• An Ohio Olds-Buick dealer complained that the high cost of financing in addition to the soaring price tags on the new cars have pushed monthly payments to a level that takes his customers' breath away.

One Chevrolet dealer, however, said he feels the lack of enthusiasm for the new models is more a result of the fact that while GM has a glittering assortment of technical goodies in its '81 lineup, there is little new in its styling.

"Trying to sell on the basis of technical features is a long drawn-out process," he said. "The Computer Command Control is an impressive system. The little chip in it will do everything the old Univac computer that had 18,000 tubes and weighed 30 tons would do.

"But you have to get the customer interested in these technical things and that's not always easy. The car's looks are something he can see. Styling still sells the car."

This dealer said he wished people would base their car-buying decisions on logic instead of emotion. "Then they would quit worrying about a 16th of an inch fit in body panels and instead think of a car as a means of getting around with a minimum of cost and maintenance," he said. "Then American cars compare well with the imports."

A number of GM dealers said sales were good for the first few

Continued on Page 53, Col. 3

J-2000 for J-car; A-6000 for A; X-3000 for X

Pontiac may adopt 'number names'

By Paul Lienert
Contributing Editor

Pontiac's new J-car subcompact will be called the J-2000, according to industry sources. It will be introduced next spring, along with the Chevrolet Cavalier and Cadillac Cimarron, as part of General Motors' continuing "world car" program.

Pontiac will continue the alpha - numeric designations on several other front-drive models, insiders say. The division's new intermediate A-body line in '82 may be called A-6000, while the Phoenix name may be replaced on Pontiac's X-car compact by X-3000.

The division won't switch completely to the alpha-numeric system, however. Pontiac's new fiberglass two-seater, a mid-engine design that is code-named the P-car, probably will get a regular nameplate when it is introduced in the '83 model year. The name has not been formalized, but insiders are referring to the car as Sunfire.

Also, Pontiac's new F-body model in '82 will still be called Firebird. A new high-line model in that series will be called Firebird SE. It will be a luxury-sport version of the Trans Am, which continues as the performance-oriented Firebird model.

• Industry observers see a new trend emerging at GM, highlighted by Pontiac's choice of alpha-numeric designations for some of its future models.

The corporation feels the public will respond more positively to all-new nameplates on what essentially will be all-new car lines in the next three years. That theory, GM believes, is supported by the overwhelming consumer acceptance of Citation, which replaced Nova as Chevrolet's compact nameplate when the new front-drive X-cars were launched in the spring of '79.

Thus, Chevy has decided to supplant Monza with Cavalier, a name already used by Vauxhall in Europe, when the new J-cars bow next year.

GM's largest passenger - car division also went to Europe for another nameplate it intends to use next year on its new front-drive intermediate. The mid-size Chevy has been called Malibu for some years now; but sources suggest the name may be changed to Commodore when the car is totally revamped in '82.

Oldsmobile and Buick are considering similar name changes on their upcoming front-drive models, which will be radically different in size and shape from today's rear-drive models.

• The switch to alpha-numeric designations at Pontiac could help solve a marketing problem the division thinks will surface when it pulls out of the big-car business in '82.

Pontiac's largest four - door model next year will be the mid-size A-car (the full-size B-car is being dropped), and it will feature a completely revamped look along with front-drive mechanicals.

The A-car now carries the Le Mans name. But buyers have always associated the Bonneville name with the division's top-of-the-line sedan. To avoid confusion in the showroom, it's been proposed that Pontiac scrap both names and call its new car the A-6000.

The same basic philosophy applies to its chioce of J-2000 and X-3000 for its subcompact and compact models. Pontiac simply wants buyers to realize these are all-new, radically different models from the cars that preceded them, and officials feel the public will be more comfortable with brand-new names on the cars.

The use of numbers in a car's name is not new at GM. When Chevy introduced its first subcompact in 1971, the car was called the Vega 2300. The numbers were later dropped, and so too was the car. An offshoot of the Vega was the Monza, and its twin at Pontiac was called Sunbird.

GM will have come full circle when the J-2000 replaces Sunbird next spring.

breaking news

New models from VW, Audi

DETROIT.—Volkswagen has decided to delay introduction of its all-new Dasher in this country until mid-1981, sources said. The car is to get new sheet metal and mechanicals this fall in Europe; however, it probably will be sold as an '82 model when it arrives next year in the U. S. Also, Audi plans to unveil its new 4000 Coupe next spring in the U. S. The car, which is called Audi 80C GT SE in Europe, features the same hatchback body shell as the four-wheel-drive Quattro; it will get a normally aspirated five-cylinder engine, driving the front wheels only, in the U. S. The Audi 5000 series will get a turbocharged five-cylinder diesel in '82.

Heavy ads, solid inventory mark Escort debut

DETROIT.—Ford dealers unveiled their new Escort and Granada last Friday along with their '81 lineup backed by the largest new-model advertising campaign in Ford Division history and an inventory of more than 145,000 '81 cars and trucks, including about 12,000 Escorts.

Japanese midget-car exports increase

TOKYO. — Exports of midget cars (less than 10.5 feet long with engines smaller than 550 cc) are increasing rapidly, especially to developing nations. Exports from January through August totaled 52,300, more than the total for all of 1979. Most get about 50 MPG.

Lada assembly-plant search continues

AJAX, Ont.—Lada Cars of Canada, distributor of Russian-built vehicles, is studying potential assembly sites for the Niva, a 4WD model it currently imports from the Soviet

See BREAKING NEWS, Page 57, Col. 1

Air-bag bill fails in House; later vote due

By Jake Kelderman
Washington Staff Writer

WASHINGTON. — The House of Representatives, showing its continuing dislike for air bags, turned back compromise legislation last week that would have required the devices in at least one car line of the major U. S., German and Japanese auto manufacturers by the 1983 model year.

The requirement was included in an NHTSA three-year authorization bill that had also included provisions relaxing the current 5-MPH bumper standard to 2.5 MPH, reversing the current passive restraint standard so that small cars get the devices first while delaying the whole of the standard by one year and requiring tire makers to advertise the recalls of their tires under certain circumstances.

The Senate previously had passed the measure. Actually the House did too last week, 209 to 192, but because the bill was brought up under a suspension of the rules, a two-thirds majority was needed.

According to sources, the measure will now likely be brought up during the lame-duck session expected this year. These sources would not, however, speculate as to its chances of passage then, but did note the measure would require only a simple majority to pass.

• Meanwhile, the major U. S. makers must decide on whether to go ahead with production

Continued on Page 53, Col. 1

NEWSPAPER

AN JANBI
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Libertarian Party candidate sees investment potential

Clark pushes Social Security reform

By Edward Lapham
Financial Editor

DETROIT.—Libertarian Party Presidential Candidate Ed Clark recently unveiled a program for Social Security reform which he said will free additional private sector funds for investment in the auto industry and other areas.

The program, released in a speech to the Economic Club of Detroit, included virtual abolition of the U. S. Social Security System in favor of tax-exempt voluntary individual retirement accounts.

"The Social Security system will be completely bankrupt by the end of 1982 with unfunded liabilities of $4.0 trillion," Clark told a press conference before the speech. "The Libertarian Party program would provide additional security for all people as well as major economic benefits.

"People, by investing in the individual retirement accounts, would be creating jobs while they prepared for economic security," he said.

Clark said his program would completely remove from the Social Security system workers under the age of 40 who would no longer pay a Social Security tax but would be able to invest up to that amount, tax free as part of the individual retirement account.

Under the Clark plan, which was prepared by economist Peter J. Ferrara, a current retiree would continue to receive current benefits, which would be funded from general tax revenues.

Workers between the ages of 41 and 64 would have a hybrid system. Like the young workers, they would be able to invest in IRAs, but at retirement age they would receive Social Security benefits to compensate for any shortfall in IRA benefits and bring total benefits up to a minimum level.

Clark said a worker earning the minimum wage for his entire worklife, who started at age 20, could have a total account of $288,000 at age 65 if the IRA earned a 6 percent return.

He said the account would pay annual interest of $17,268 or an annual annuity of $28,000. The maximum, using Ferrara's assumptions, would be a fund total of $995,320 paying interest of $59,719 or an annuity of $96,939.

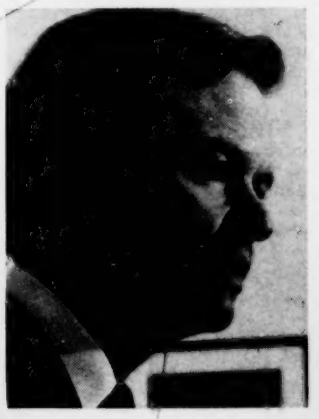
Clark said this and other programs of his will aid industrial investment by allowing more "capital accumulation" and would spur employment by lowering an employer's costs.

For the auto industry specifically, Clark said he favors some deregulation. He would keep emissions requirements but eliminate fuel-economy standards, leaving the marketplace, with price-deregulated gasoline, to determine fuel economy.

Another Clark plank calls for the 10-5-3 depreciation allowance to allow accelerated depreciation of 10 years for building, five years for tools and three years for vehicles in order to free more capital for reinvestment.

Clark does not favor trade restrictions.

The Libertarian candidate earlier issued white papers on foreign policy, education, taxes and spending.



Libertarian auto policy

Libertarian Party Presidential Candidate Ed Clark believes the auto industry, and other businesses, will be aided by his libertarian economic policies. Clark says he can pump more investment into business. He said he believes mileage requirements for autos should be eliminated, but said he still favors emissions controls. The candidate said he also supports the proposed 10-5-3 depreciation schedule.

Where Auto Market was in August

	Total Sales	Pct. of Total
SUBCOMPACT	114,829	16.77
COMPACT	132,170	19.30
INTERMEDIATE	142,146	20.75
STANDARD	69,680	10.17
LUXURY	27,595	4.03
IMPORT	196,508	28.98
TOTAL	684,928	100.00

Creativity urged in investment of pension funds

DETROIT. — Auto industry pension funds provide a substantial base for "prudent" investment in the U. S., a trade paper editor said.

In a speech to the Michigan chapter of the Midwest Pension Conference, Pensions & Investments Publisher and Editor-in-Chief Stephen D. Gilkenson said Detroit-area pension funds "aggregate $37 billion, a figure which includes the $13 billion in GM funds."

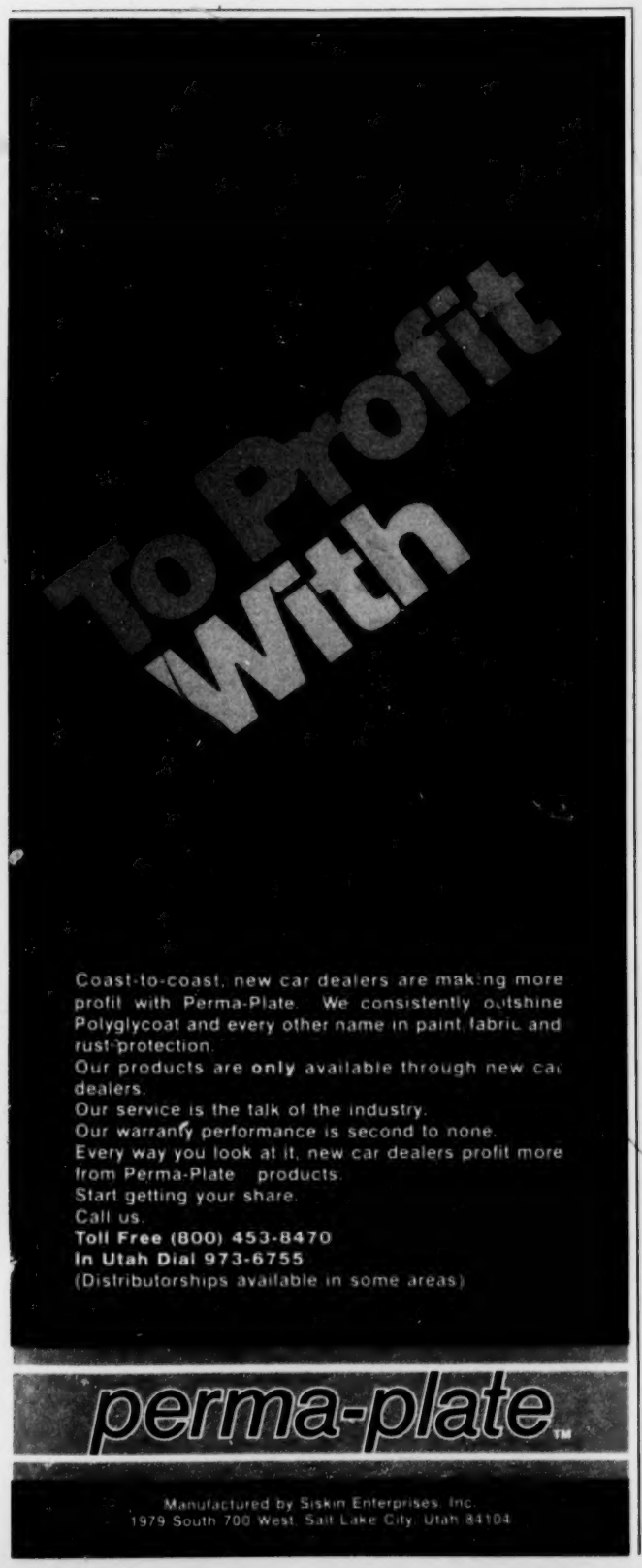
In a wide-ranging speech which touched on a number of pension-related topics, Gilkenson described pension investment as "a growth business."

The editor of the New York-based Crain Communications publication also blasted critics who maintain that ERISA calls for conservative investment, noting that inflation will "undermine" the value of pension fund assets that are not aggressively invested.

He also called for "creative investment" of pension funds, to stimulate growth, and blasted "social investment," that is, investing pension funds to achieve a social goal, calling it constraining to investment managers.

Trezek elected

WHITE SULPHUR SPRINGS, W. Va.—Thomas J. Trezek, general manufacturing manager of General Motors' Central Foundry Division, Saginaw, Mich., has been elected secretary of the Iron Castings Society.



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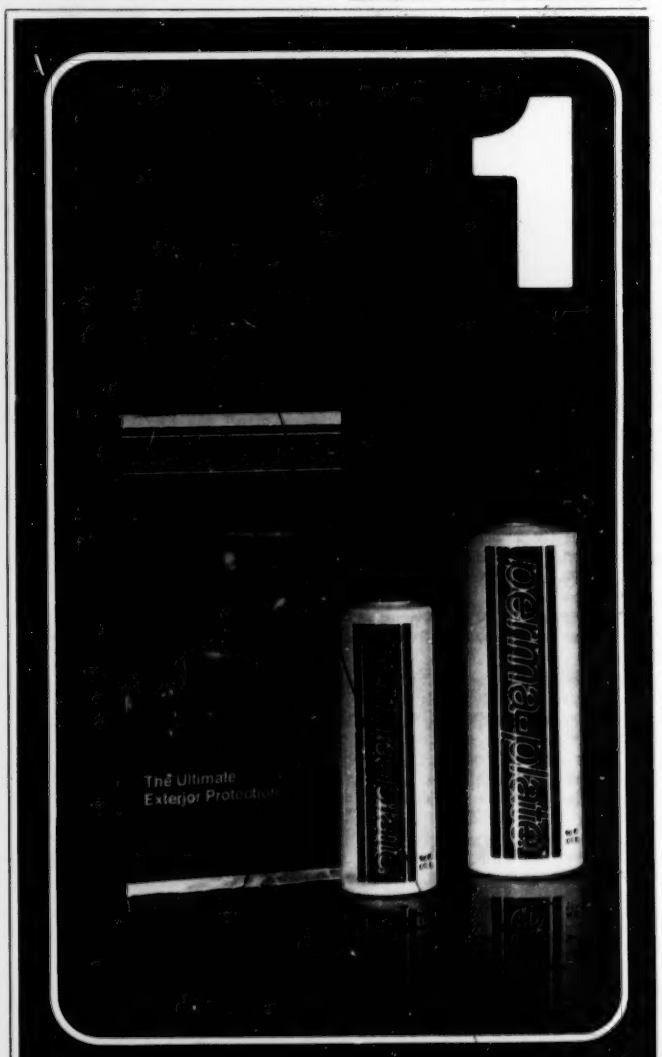

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Mercedes-Benz enlarges stake in Spanish firm

STUTTGART.—Daimler-Benz AG has decided to increase its stake in its Spanish subsidiary, Mevosa, from 45.6 percent to 52 percent.

Three years ago, Daimler-Benz purchased Volkswagen's 23-percent holding in Mevosa, and this time the shares are to be obtained from Spanish banks, which hold 8.8 percent of Mevosa. The Spanish State remains a minority partner with 45.5 percent of the stock, through INI (Instituto Nacional de Industrias).

Mevosa has two factories, one in Vitoria, where light vans and trucks are produced, and another at Barcelona, for diesel engines.

Mevosa has capacity for 16,000 vehicles a year, which is to be built out to make Mevosa more competitive against Ebro (the trade mark of Motor Iberica, which is 37 percent held by Nissan Motor Co.) and Sava (trade mark for light-duty vehicles built by ENASA, whose heavy trucks and buses are called Pegaso, and in which International Harvester Co. holds a 35-percent interest).

Mevosa will expand diesel-engine production capacity from 25,000 to 65,000 units a year, and increase its exports, as well as providing a greater number of engines for Movosa vehicles.

25-year veteran

Don Scott, right, Don Scott Chevrolet-Pontiac, Inc., Whitehouse, O., receives his 25-year service award from George Spaulding, Pontiac general sales manager.

Counsulting service offered by Terry

DETROIT.—Sydney L. Terry, former engineering vice president of Chrysler Corp., has opened Sydney L. Terry Consulting Services here.

Terry said he hopes to provide qualified counsel to ideaholders as well as to companies looking for new ideas.

factories list auction dates

American Motors

Oct. 1—Dallas Auto Auction, 4226 E. Main, Dallas; Sand Mountain Auto Auction, U. S. 431, Boaz, Ala.

Oct. 2—Todd Auto Auction, Rte. 309, Telford, Pa.

Oct. 7—Aptco Auto Auction, 20911 Gladwin, Taylor, Mich.

Oct. 8 — Kansas City Auto Auction, 1100 Elmwood Ave., Kansas City, Mo.; Southern Auto Auction, S. Main St., Warehouse Point, Conn.

Oct. 9—Fredericksburg Auto Auction, U. S. 1 Alt., Fredericksburg, Va.

Oct. 10—Concord Auto Auction, Hosmer St., Acton, Mass.; Floyd Hauhe Auto Auction, 12000 St. Charles Rock Rd., Bridgeton, Mo.

Oct. 14—Ohio Auto Auction, Columbus, O.; D-A Auto Auction, Waltz Mill Rd., New Stanton, Pa.

Oct. 15—Sand Mountain Auto Auction, U. S. 431, Boaz, Ala.; Dallas Auto Auction, 4226 E. Main, Dallas; Al Eide's Minneapolis Auto Auction, 1125 A Nathan Lane, Minneapolis.

Oct. 16—Todd Auto Auction, Rte. 309, Telford, Pa.

Oct. 21—Aptco Auto Auction, 20911 Gladwin, Taylor, Mich.

Oct. 22—Southern Auto Auction, S. Main St., Warehouse Point, Conn.; Kansas City Auto Auction, 1100 Elmwood Ave., Kansas City, Mo.

Oct. 23—Fredericksburg Auto Auction, U. S. 1 Alt., Fredericksburg, Va.

Oct. 24—Concord Auto Auction, Hosmer St., Acton, Mass.; Floyd Hauhe Auto Auction, 1200 St. Charles Rock Rd., Bridgeton, Mo.

Oct. 28—Ohio Auto Auction, Columbus, O.; D-A Auto Auction, Waltz Mill Rd., New Stanton, Pa.

Oct. 29—Sand Mountain Auto Auction, U. S. 431, Boaz, Ala.; Al Eide's Minneapolis Auto Auction, 1125 A Nathan Lane, Minneapolis; Dallas Auto Auction, 4226 E. Main, Dallas.

Oct. 30—Todd Auto Auction, Rte. 309, Telford, Pa.

Ford Motor Co.

Oct. 7—Arena Auto Auction, 10355 South Woodlawn, Chicago.

Oct. 9—Nashville Auto Auction, 1406 Lebanon Rd., Nashville; Skyline Auto Exchange, 100 Route 46, Fairfield, N. J.

Oct. 15—Concord Auto Auction, Hosmer St., Acton, Mass.; Metro Auto Auction of Kansas City, 101 W. Oldham Parkway, Lee's Summit, Mo.; Salt Lake Auto Auction, 460 Orange St., Salt Lake City.

Oct. 16—Minneapolis Northstar Auto Auction, 7701 State Highway 101, Shakopee, Minn.

Oct. 21—Aptco Auto Auction, 20911 Gladwin, Taylor, Mich.

Oct. 22—Dallas Auto Auction, 4226 E. Main, Dallas; Lakeland Auto Auction, Interstate No. 4 at Highway No. 33, Lakeland, Fla.; Central States Auto Auction, 824 S. Taft, Mason City, Ia.

Oct. 29—Columbus Fair Auto Auction, 4700 Groveport Road, Obetz, O.; Golden State Auto Auction, 6010 Stevenson Blvd., Fremont, Calif.

Oct. 30—Big H Auto Auction, 701 N. Shepherd Drive, Houston.

Model breakdown
Auction averages

	OCTOBER TO DATE	SEPTEMBER	AUGUST
1980	$7,869	$6,350	$6,516
1979	4,995	4,787	5,022
1978	3,927	3,841	3,805
1977	3,079	3,240	3,258
1976	2,180	2,362	2,445
1975	1,709	1,741	1,808
1974	1,419	1,350	1,310
1973	1,306	1,167	963
Overall Average	$3,788	$3,545	$3,649

Used car sales
Auction averages

October to date	$3,788
Month ago	$3,649
Year ago	$3,288

used-car auction directory

Display Rates: $53.00 per column inch (minimum space, 1 inch on 1 column). Listing Rates: (Maximum: Four lines of type - 1 time, $13.50; 13-times, $11.50, 26-times, $10.00, 52-times, $9.00. For Frequency Display Rates Contact Want Ad Dept., Automotive News, 965 E. Jefferson, Detroit 48207. Phone (313) 567-9520. Closing: 10 days in advance.

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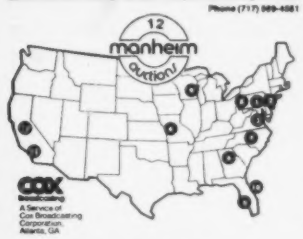

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3 FREDERICKSBURG AUTO AUCTION, Fredericksburg, Va. 22401
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4 KANSAS CITY AUTO AUCTION, Kansas City, Mo. 64127
Sale Wednesday Phone 816/241-2614
5 LAKELAND AUTO AUCTION, Lakeland, Fla. 33802
Sale Wednesday Phone 813/984-1551
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Sale Thursday Phone 404/762-9211
7 HIGH POINT AUTO AUCTION, High Point, N.C. 27261
Sale Tuesday Phone 919/886-7091
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Pittsburgh 412/961-0305
9 METRO MILWAUKEE AUTO AUCTION, Caledonia, Wis. 53108
Sale Wednesday Phone Caledonia 414/835-4436
Chicago 312/238-2620
10 FLORIDA AUTO AUCTION OF ORLANDO, Ocoee, Fla. 32761
Sale Tuesday Phone 305/656-6200
11 FRESNO AUTO DEALERS AUCTION, Fresno, Calif. 93706
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1.77 million cars scheduled

4th-quarter output lowest since '60

U. S. auto makers will build an estimated 1,777,207 units in the fourth quarter, the lowest output for the quarter since the 1,740,502 autos assembled in 1960.

The fourth quarter forecast is a 4.75 percent decline from the 1,865,858 cars built during the final three months of 1979.

Chrysler will build 275,000 cars, a 33.12 percent rise from the 206,273 it produced in the fourth quarter of 1979. Volkswagen will turn out 54,863 units, an increase of 5.22 percent over the 52,143 produced in the quarter last year. Ford will assemble 406,300 units, an 11.63 percent increase over the 363,982 built in 1979 in this quarter.

The 1,000,000 autos General Motors will produce in the fourth quarter is a drop of 15.46 percent from the 1,186,446 it assembled in the same three months last year.

AMC will produce 40,000 autos, a decline of 23.38 percent from last year's 55,853. Checker Motors will build 1,044 units this quarter, a decline of 10.08 percent from the 1,161 units produced in 1979.

Last week's production was 135,250, down 1.70 percent from the previous week's 137,585, and off 18.50 percent from the 165,950 built the week ended Oct. 6, 1979.

The September estimate of 533,303 is the lowest since the 478,322 built in that month in 1970. It is off 14.38 percent from the 622,851 completed in 1979.

With the reopening of Chrysler's Lynch Road plant last Monday (Sept. 29), all the company's facilities were working last week. All Chrysler plants will also operate this week.

General Motors will increase production at its Janesville (full-size Chevrolet) plant to two shifts beginning today (Oct. 6). The move will add 800 workers.

Ford will suspend passenger-car operations for one week at its Kansas City (Fairmont/Zephyr) plant and for two weeks at its San Jose facility (Mustang/Capri), beginning today (Oct. 6). The move will temporarily idle 3,000 hourly workers.

Saturday overtime was scheduled at five car plants last week: GM Pontiac, and Oklahoma City; Chrysler Jefferson and Newark, and Ford Louisville.

Year-to-date auto production through Oct. 4 was 4,788,661, down 28.50 percent from the 6,698,127 built a year ago.

breaking news

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Union. Possibilities include building a plant near the Autoport in Halifax, Nova Scotia, or using existing facilities such as the Bombardier plant in Quebec or the abandoned Bricklin factory in New Brunswick. An early 1982 start-up is eyed with annual output of at least 5,000 Nivas.

European firms plan new turbos

DETROIT. — Look for several European auto makers to offer new turbocharged models in the U. S. in the '81 model year, including the Saab 900 Turbo sedan and Volvo GLT two-door, which replaces the 242 GT. Also, Fiat plans to offer turbo versions of the Brava and Spider early next year.

Chrysler incentive pushes demonstrators

DETROIT.—Chrysler Corp. initiated a new demonstrator allowance program for Cordoba and Mirada for Sept. 29 to Oct. 17. Dealers get a 7 percent allowance deducted from the invoice for cars ordered during this period, kept in a demo program 90 days and used to give a specified number of demonstrator rides. Dealers can order any number from one up to the number of salesmen they have, and equip them any way they like. Separately, Chrysler made all domestic '80s and '81s eligible for the 4 percent Ohio tax exemption from Sept. 19 to Nov. 18, except Aries, Reliant and Imperial.

Imports seize 34 pct. in West Germany

BONN, West Germany.—Imported cars captured over 34 percent of the new-car market in West Germany in August, up from 31 percent a year earlier. The increase was almost entirely due to Japanese gains. Reflecting the deepening slump, both Volkswagen and Ford fell well below year-earlier totals.

TRUCK PRODUCTION IN U. S.†

	Week Ended Oct. 4, 1980	Same Week 1979	Week Ended Sept. 27, 1980	Sept. Estimate	Jan. 1, to Oct. 6, 1979	Jan. 1, to Oct. 4, 1980
CHEVROLET	10,925	16,977	9,226	31,444	808,602	333,668
DODGE/PLYMOUTH	3,300	5,357	3,083	12,346	278,478	102,901
FORD	16,684	16,736	11,303	51,328	886,841	416,346
GMC	4,201	5,712	3,834	12,713	275,719	120,435
INTERNATIONAL	1,985	2,828	1,397	7,824	105,078	49,294
MACK	327	554	465	1,708	28,877	18,005
JEEP	1,739*	2,500	1,905*	8,315*	118,490	58,814*
AMC CORP.	87*	450	238*	987*	19,155	5,761*
VOLKSWAGEN	520	.....	195	435	.....	20,898
MISCELLANEOUS	600*	800	600	2,508	32,000	29,725
Total Trucks, U. S.	40,368	51,914	32,246	129,608	2,553,240	1,155,847

CANADIAN TRUCK PRODUCTION

	Week Ended Oct. 4, 1980	Same Week 1979	Week Ended Sept. 27, 1980	Sept. Estimate	Jan. 1, to Oct. 6, 1979	Jan. 1, to Oct. 4, 1980
CHRYSLER CORP.	1,888	1,610	1,711	7,105	45,467	37,843
FORD MOTOR	4,352	3,716	3,758	19,363	180,253	139,078
GENERAL MOTORS	6,235	5,917	5,623	20,727	226,275	183,403
AMERICAN MOTORS	.....	848	.....	.....	43,658	11,644
INTERNATIONAL	295	410	297	1,722	15,937	13,109
MACK	40	95	28	148	2,936	1,683
Total Trucks, Canada	12,810	12,596	11,417	49,065	514,526	386,760
N. American Trucks	53,178	64,510	43,663	178,673	3,067,766	1,542,607

†—New includes van production. *—Estimated.
Jeep includes commercial vehicles only. All General includes government-declined vehicles.

Canadians show September output of 74,000 cars

Canadian auto production for September is estimated at 74,413, the lowest for that month since the 68,336 assembled in 1970.

The estimate is off 1.06 percent from the 75,211 completed in September, 1979.

Canadian truck makers, trying for a comeback, built an estimated 49,065 units last month, up 7.58 percent from the 45,606 assembled in September, 1979.

As the 1981 model year is beginning, the auto and truck makers are scheduling more units each week to beef up inventories. Scheduled auto output last week was 21,198, up 6.85 percent from the 19,839 completed in the previous week and up 39.69 percent from the 15,175 built in the comparable 1979 week.

Planned truck output last week was 12,810, up 12.20 percent from the 11,417 built the previous week and 1.70 percent from the 12,596 assembled in the year-ago week.

During the same period the truck makers have assembled 386,760 units, a decline of 24.83 percent from the 514,526 built through Oct. 6, 1979.

Truck production for September lowest since 1967

The estimated September truck production of 129,608 was the lowest output for the month since the 106,937 built in 1967.

The estimate was down 27.21 percent from the 178,078 assembled in September of 1979.

Last week's truck production was 40,368, up 25.19 percent from the 32,246 assembled in the previous week but down 22.24 percent from the 51,914 completed in the year-ago week.

General Motors will increase the line speed at its Baltimore truck plant from 22 units an hour on two shifts beginning today (Oct. 6). The move will return 225 hourly workers to the job.

So far this year, through Oct. 4, the Canadian auto makers have completed 631,392 units, off 17.64 percent from the 766,634 built in the equivalent 1979 period

U. S. CAR PRODUCTION

	Week Ended Oct. 4, 1980	Same Week 1979	Week Ended Sept. 27, 1980	Sept. Estimate	Jan. 1, to Oct. 6, 1979	Jan. 1, to Oct. 4, 1980
AMERICAN MOTORS	3,478*	4,750	3,571*	15,675*	133,533	131,846*
Eagle	.....	.....	.....	.....	.....	.....
Concord	.....	.....	.....	.....	.....	.....
'78 AMX	.....	.....	.....	.....	.....	.....
Pacer	.....	.....	.....	.....	.....	.....
Spirit	.....	.....	.....	.....	.....	.....
CHRYSLER CORP.	17,580	17,851	14,735	54,069	717,155	453,339
Plymouth Total	8,220	7,901	7,020	25,144	289,627	207,026
Horizon	3,350	3,695	3,442	14,313	131,326	122,172
Volare	.....	3,961	.....	.....	149,003	51,740
'80 Gran Fury	70	.....	.....	28	2,196	13,381
Caravelle	100	245	137	477	7,102	4,958
Reliant	4,700	.....	3,441	10,326	.....	14,775
Chrysler Total	1,900	2,563	1,380	6,111	150,317	59,194
Chrysler	600	.....	.....	240	69,297	12,116
LeBaron	1,300	2,563	1,380	5,871	81,020	47,078
Dodge Total	7,460	7,387	6,335	22,814	277,211	187,119
Omni	2,800	3,195	2,774	11,503	114,899	104,172
St. Regis	160	.....	.....	64	22,654	10,884
Diplomat	700	1,419	672	2,833	38,665	22,977
Aspen	.....	2,773	.....	.....	100,993	36,899
Aries	3,800	.....	2,889	8,414	.....	12,187
FORD MOTOR	23,318	35,257	32,784	122,174	1,678,597	940,405
Ford Division	15,504	24,567	22,722	82,273	1,119,788	676,836
Pinto	.....	3,292	.....	.....	146,584	68,179
Mustang II/Mustang	1,210	7,604	5,809	20,083	302,897	183,277
Fairmont	2,952	6,244	2,754	11,857	166,076	170,903
Granada	3,797	978	3,802	13,635	120,064	70,378
LTD II	.....	.....	.....	.....	22,746	.....
Thunderbird	.....	5,296	3,289	11,041	218,968	90,673
Ford	2,099	1,153	2,103	7,769	142,453	68,717
Escort	5,446	.....	4,965	17,888	.....	24,709
L-M Division	7,814	10,690	10,062	39,901	558,809	263,569
Mercury Total	6,162	7,359	8,413	32,943	437,787	229,706
Bobcat	.....	768	.....	.....	38,701	12,445
Capri	407	2,713	1,319	5,871	88,575	54,229
Zephyr	904	1,131	1,126	4,321	50,046	55,852
Monarch	.....	146	.....	.....	51,987	16,409
Cougar/XR7	1,659	2,601	3,018	11,442	120,435	42,979
Mercury	1,290	.....	1,301	5,485	88,043	39,757
Lynx	1,902	.....	1,649	5,824	.....	8,035
Lincoln Total	1,652	3,331	1,649	6,958	121,022	33,863
Lincoln	688	1,611	605	2,992	59,931	13,956
Versailles	.....	.....	.....	.....	10,234	1,861
Mark VI	964	1,720	1,044	3,966	50,857	18,046
GENERAL MOTORS	87,147	102,308	85,030	338,180	4,039,458	3,113,546
Buick Division	15,411	16,281	16,226	61,779	593,920	595,163
Skyhawk	.....	646	.....	.....	18,564	.....
Skylark/'79-'80	3,994	3,212	4,279	16,006	81,951	168,807
Century	3,595	1,967	3,523	13,804	44,237	126,584
Regal	4,038	4,757	4,539	17,081	205,543	154,726
Buick	2,680	4,422	2,767	11,241	201,499	110,363
Riviera	1,104	1,277	1,118	3,647	42,877	32,683
Cadillac Division	4,878	6,548	4,158	17,028	270,127	148,652
Seville	1,163	1,120	822	3,528	34,212	26,129
Cadillac	2,128	4,451	2,088	8,579	182,361	82,527
Eldorado	1,587	977	1,248	4,921	53,554	39,996
Chevrolet Division	37,546	46,529	37,898	155,608	1,793,312	1,348,985
Chevette	9,000	9,080	9,132	37,680	325,651	358,797
Monza	2,780	3,386	2,912	12,425	123,416	129,339
Camaro	2,320	5,004	2,664	10,347	212,288	94,237
Nova/Citation	10,291	7,795	8,997	35,306	225,559	355,397
Malibu	6,155	8,308	6,988	28,770	313,246	203,060
Monte Carlo	3,680	4,600	4,087	17,742	184,626	83,870
Chevrolet	2,400	7,601	2,317	9,949	370,739	90,580
Corvette	920	755	709	3,389	37,787	33,705
Oldsmobile Division	14,866	18,411	13,906	52,530	804,058	576,838
Starfire	.....	313	.....	.....	16,456	.....
Omega/'79-'80	2,009	1,506	1,798	7,627	38,222	88,298
Cutlass	7,497	10,729	6,502	22,663	416,216	288,572
Oldsmobile	4,658	4,740	5,122	20,298	292,322	172,160
Toronado	702	1,073	484	1,942	40,842	27,808
Pontiac Division	14,446	14,539	12,842	51,235	578,041	443,908
Acadian†	280	265	200	1,392	14,188	16,369
Sunbird	3,620	2,032	3,556	11,081	80,167	113,665
Phoenix/'79-'80	2,997	2,251	2,740	10,243	62,461	108,960
Firebird	1,928	3,715	1,454	6,291	157,708	60,968
LeMans	1,661	2,109	1,438	5,434	72,028	45,053
Grand Prix	3,025	1,807	2,495	11,828	72,562	53,943
Pontiac	935	2,360	959	3,966	48,927	44,950
VOLKSWAGEN	3,640	5,666	1,378	2,834	125,679	147,187
CHECKER	87*	118	87	371	3,705	2,338
Total Cars, U. S.	135,250	165,950	137,585	533,303	6,698,127	4,788,661

CANADIAN CAR PRODUCTION

	Week Ended Oct. 4, 1980	Same Week 1979	Week Ended Sept. 27, 1980	Sept. Estimate	Jan. 1, to Oct. 6, 1979	Jan. 1, to Oct. 4, 1980
CHRYSLER CORP.	2,400	4,217	2,370	9,711	95,601	55,773
FORD MOTOR	6,736	648	5,813	20,102	230,600	196,312
GENERAL MOTORS	11,782	10,106	11,470	43,778	434,066	371,768
VOLVO	190	204	186	822	6,367	7,539
Total Cars, Canada	21,198	15,175	19,839	74,413	766,634	631,392
N. American Cars	156,448	181,125	157,424	607,716	7,464,761	5,420,053
N. American Trucks	53,178	64,510	43,663	178,673	3,067,766	1,542,607
North American Cars and Trucks	209,626	245,635	201,087	786,389	10,532,527	6,962,660

†—All Acadians and Caravelles are built for sale in Canada. *—Estimated.

NHTSA launches GM window probe, closes 3 others

WASHINGTON. — An alleged problem with the tailgate window defroster in 1979 Chevrolet, Buick, Oldsmobile and Pontiac intermediate station wagons was the only defect investigation mounted by NHTSA in the previous quarter.

The safety agency said it terminated three other investigations in that same time frame. It made one initial defect determination, the one involving as many as 16 million Ford transmissions which the NHTSA alleges may slip from Park to Reverse without warning.